



The dredger-steamship Pacific added a little to the amusement of the town Tuesday night. Capt. W. A. H. Connor was aboard in the early evening with a party of friends and showing them around the ship. They were down in the engine room and the general Captain was just in the midst of his explanation of the machinery and particularly the peculiar arrangement by which the same engine that runs the propeller at sea runs the big suction pump when the dredger is at work, when, bang, suddenly the shaft snapped in two right in the big bearing which is kept cooled by both oil and cold water. Thump again and the loosened end of the shaft struck the inside of the pump. And then whiz, and away went the engine like an automobile motor after jumping an embankment. The ladies yelled and started, but before they got there it was all over. An oiler jumped for the throttle and the powerful engine which, with its heavy load of mud and water released by the fracture in the pump shaft, was running like it was mad, slowed down and stopped almost as soon as the steam was turned off.

What made the break is a mystery. The shaft was wedged into the bearing so closely that it seemed impossible at first to get it loose, but the ingenious mind of Capt. Connor soon hit on a plan and by 11 o'clock Wednesday night, the new spare shaft, which is kept right at hand to provide for such contingencies, was installed in place of the broken one and mud was flying all the faster to make up for the lost time.

The machinery of the Pacific is certainly unique. It is provided with duplicate machinery wherever it is all likely to be necessary. The oil pump which supplies the fire under the duplicate Heine marine boilers (regular steamship pattern) has a duplicate right alongside it, in case of any accident. The feed pump, which supplies the boilers with water has a twin brother. The shaft that broke connects the engine (a four crank, triple expansion marine engine of the regulation steamship pattern, with 1000 horse power) with the monster centrifugal pump, 10 feet inside diameter, which draws the mud and water from the point where the cutter is at work in front of the ship through a 26-inch pipe on practically the same principle that a propeller forces a shaft through the water. In fact the "shaft" as it appears to the casual observer, has the big ten-foot pump at one end and the steamer's propellers at the other. It is divided into three pieces, which can be coupled together or disconnected at will. So that with the after coupling fast, the engine runs the propeller and forces the ship ahead through the water and with the forward coupling connected the same engine draws 10,000 to 15,000 cubic yards of water, stones and mud from the cutter in front of the ship, into and through the ship and out through the side near the rear end, whence it is carried by 26-inch pipes 32 feet in length placed on pontoons and connected with each other by heavy rubber sleeves or couplings until the land is reached and thence it is carried by the same kind of pipes fitted into the point where it is desired to fill up low land. The water of course runs off into the sea leaving the rock and mud behind and this is what is called "making land." This mammoth machine is expected by Capt. Connor to fill in about seven acres of land (about an average city block) a foot deep every twenty-four hours. That is the least allowed. The Chief Engineer is confident that the work will average a half more, or ten acres of land a day raised up a foot.

As the main shaft turns this ten foot centrifugal pump around two hundred times every minute, the friction on the heavy bearing which holds it steady is terrific, or would be if one of the other of the duplicate circulating pumps were not constantly pouring cold water on this bearing in addition to the oil that the big automatic oil cups keep pouring on it. But so delicately is it built and adjusted and so perfectly is it kept in order, it runs as smooth as a sewing machine and makes very little more noise. The noiseless operations of the Pacific have been frequently remarked on along the water front. To see it smoking away so quietly, one would think the dredger were resting, when really it is sucking up mud at a terrific rate.

In the pilot house forward is not alone the wheel that turns the rudder and all the other mechanisms of a steamer, but also levers by means of which everything aboard is controlled by one man. One regulates the speed of pump, another the speed of the cutter digging in the mud thirty seven feet below the surface of the water. Another controls the speed with which the cutter moves sideways, acting on the "spud" in the rear as an axis, another two raise either one of the two spuds or "stilts" by which the machine moves forward toward the shore six feet at a time. Others raise the "ladder," etc. Of course no engine is required to drop the heavy spuds or the ladder, for they drop of their own weight if released.

The "ladder" is a very interesting part of the machinery. Its two bases are fastened to opposite sides of the bow of the boat. At the upper end, run three cables, one carrying the cutter down deep in the water and lowering or raising it at the will of the engineer in the pilot house. To either side runs

## THE OLD RELIABLE ROYAL BAKING POWDER Absolutely Pure THERE IS NO SUBSTITUTE

a cable fastened on shore, if possible, or anchored if the shore is too far away. By pulling on one cable and loosening the other, the ship and the cutter in front of it are steadily moved to one side or the other. When one side of the channel being dug is reached, the other cable is pulled on and the cutter slowly moves back to the other side. An indicator operating like a float indicator on a water tank, shows just how deep the cutter is working.

Along one side of the frame which hold the cutter in place runs the shaft that turns the cutter. The cutter engine is a tandem compound engine of 350 horse power. On the other side of the cutter frame runs a 26 inch pipe for carrying the mud and water sucked up by the knives of the cutter into the centrifugal pump before described. And all this complex machinery is completely under the control of the man in the pilot house with his sets of levers. A machine and blacksmith shop has been installed near Hackfeld dock to attend to small repairs and also to house some of the men. Everything seems complete.

The dredger standing out in the water with its big dragon headed cutter shoved deep into the brine and its pontoons and pipes constantly twisting and wiggling in the motion of the waves and tide reminds one of a Chinese dragon procession with the bright paint rubbed off.

### SHIPPING INTELLIGENCE.

#### ARRIVED.

O. S. S. Sierra, Houdlette, from the Colonies, 8 a. m.  
Am. bgn. Gallie, Pratt, from cruise, 3:30 p. m.  
Stmr. J. A. Cummins, Searle, from Waimanalo, 4:15 p. m.  
Wednesday, November 9.  
O. S. S. Ventura, Houdlette, from San Francisco, 10 a. m.  
Stmr. Mikahala, Gregory, from Kauai ports, 3:05 a. m.  
Thursday, November 9.  
Stmr. Claudine, Parker, from Maui ports, 4:38 a. m.  
Stmr. Nihau, W. Thompson, from Koloa, 3:10 a. m.  
Schr. Lavinia, Welsbarth, from Laysan Island, 11 a. m.

#### DEPARTED.

Stmr. Kinau, Freeman, for Hilo and way ports, 12 m.  
Stmr. Mauna Loa, Simerson, for Kona and Kau ports, 12 m.  
Stmr. Likelike, Naapala, for Maui county ports, 12 m.  
Schr. Lady, for Koolau ports, 12 m.  
Am. bkn. Newsboy, Peterson, for Aberdeen, 12:30 p. m.  
O. S. S. Sierra, Houdlette, for San Francisco, 2 p. m.  
Stmr. W. G. Hall, S. Thompson, for Kauai ports, 5 p. m.  
Stmr. Maui, Bennett, for Hilo and way ports, 5 p. m.  
O. S. S. Ventura, Hayward, for the Colonies, 12 midnight.  
A. H. S. S. Nebraska, Weedon, for Kahului, 5 p. m.  
Stmr. Kalaula, Dow, for Lahaina, Mahukona and Kawaihae, 5 p. m.  
Am. sp. Marion Chilcott, William, for San Francisco, 5 p. m.  
S. S. Ventura, Hayward, 4:30 a. m.  
Am. schr. Marion Chilcott, Anderson, for Monterey, 30 a. m.  
Stmr. Nihau, W. Thompson, for Kauai, 5 p. m.  
Stmr. Mikahala, Gregory, for Kauai, 5 p. m.

#### PASSENGERS. ARRIVED.

Per stmr. Mikahala, November 8, from Kauai ports—J. W. L. Marshall, Miss Kruse, J. Wakefield, D. McKenzie, Miss V. Maake, Miss Whittington, Akana, Ah Sing, H. Kruse and 39 on deck.  
Per stmr. Claudine, from Maui ports, November 9—Mrs. A. Alweh, J. Drummond, C. A. Doyle, Dr. Frear, J. Farnsworth, T. H. Petrie, A. Douze, J. B. Thompson, G. B. Henderson, Mrs. Max Eckart, E. C. Bortfeld, A. do Rego, H. Kruger, Mrs. E. Woodward, L. M. Whitehouse, George T. Kluegel, Dr. W. D. Baldwin, wife infant and maid; Mrs. Patton, J. W. Keystone, W. Alexander, J. P. Cooke and wife, Master H. Myhre, C. Hansen, H. Myhre, A. Sampalo, Bishop Restarick, R. Fricke and 41 on deck.

#### Departed.

Per stmr. Kinau, November 7—For Lahaina: D. Conway, Mrs. R. Silva, C. H. Brown, A. V. Peters, L. M. Whitehouse. For Maalaea: Jno. Duggan, J. A. Aheong. For Mahukona: Mrs. A. Auld and infant, Mrs. E. Norrie, Mrs. J. P. Woods, J. F. Brown and wife, P. Coyne, J. Jorgensen, E. P. Low, P. P. Woods and wife, W. Williams, Mrs. H. A. Bryant. For Kawaihae: Mrs. Edwards and infant, W. F. Wilson, A. Louison, Chas. Notley. For Laupahoehoe: Albert Horner, W. G. Walker, A. J. Pratt. For Hilo: T. N. Lougher, Miss M. Loveloy, Mrs. A. W. Richardson, A. W. Carter and party, Mrs. Geo. Manu and infant, E. N. Holmes. For the Volcano: Miss M. McLeod, Mrs. A. N. Locke, J. Bacon, Miss Bernice Dwight, T. H. Petrie, Mr. Fassett, Mrs. H. G. Alexander.  
Per stmr. Mauna Loa, November 7—For Lahaina: J. J. Newcomb, J. T. McKenzie, P. N. Kahokouana. For Kailua: S. M. Spencer, wife and child;

Robert Wallace, R. W. Shingle, W. A. Kinney, Manuel Gouveia and wife, Lau Tang, Miss L. Williams, W. H. G. Arne-mann, Mrs. Wallace, L. A. Dickey. For Maalaea: D. H. Case, Enos Vincent, F. L. Webster, Mrs. J. Fernandez, J. Garcia and wife, For Honoanui: Col. S. Norrie, Wm. Thompson, Mrs. Halekai, Ah Sing and child.

Per stmr. Likelike, November 7—For Kaula: Mrs. Henry Meyer. For Pukoo: H. R. Hitchcock, Mrs. E. Alapai, Mrs. J. Keane, Mrs. Geo. Pitts and 2 children, Mrs. Ed. Devauchelle and infant, Wm. Place, wife and son.

Per stmr. W. G. Hall, November 7—For Nawiliwili: P. L. Peters and wife, J. R. Meyers, Miss I. M. Hudson, Rev. J. W. Wadman, Adj. J. H. Bamberg and wife, C. Ah Chin, C. E. Haynes, Wo Chee. For Elele: W. F. Drake, R. H. Chamberlain.

Per stmr. Mikahala, 5 p. m., for Nawiliwili—Mrs. J. W. Neal, Mrs. Lowell, S. W. Wilcox and wife, Jas. D. Dougherty, Geo. W. Carr, Misses Mackintosh, Col. Spalding, Geo. Fairchild, Francis Gay, Frank Winter, Wm. Henry. For Makaweli: Mrs. Puders, Mrs. Richardson, S. R. Robinson.

Per stmr. W. G. Hall, for Waimanalo—Mrs. and Mrs. Sandon, H. G. Ramsey. For Elele: S. Lessor.

### UNION OIL CO. STEAMERS.

Four immense tank steamers have just been purchased by the Union Oil Company and will be operated on this Coast in conjunction with the vessels that are now running. In the near future the company will build several gigantic oil carriers, and the entire line will be operated under the name of the Union Steamship Company.

John Baker, Jr., the manager of the Union Oil Company, has just returned from the East, where he purchased three big steamers and also visited shipyards in reference to the building of other vessels. He brings back with him the incorporation papers of the Union Steamship Company. The company is incorporated under the laws of New Jersey and has a capitalization of \$5,000,000.

The vessels acquired by the oil company are the Lansing, Washtenaw and Roma. The Argyle, which has been plying on this coast under charter to the Union Oil Company, has also been purchased. The vessels were owned by the Michigan Steamship Company. The Lansing has a capacity of 47,000 barrels of oil and is the largest and fastest American tank steamer afloat. The Washtenaw formerly ran on this coast and can carry 28,500 barrels of oil. The tanks of the Roma will hold 27,500 barrels of oil. The acquisition of these vessels makes the Union Oil Company of California one of the biggest operators of tank steamers in the world. Its tonnage is now far in excess of that owned by the Standard Oil Company.

The plans for the vessels that are to be built have already been drawn. The largest vessel will be a 17,000-ton tank steamer 600 feet in length. The oil to be transported by these vessels will come principally from the Santa Maria oil fields and the market will be found in domestic and foreign ports. In speaking of the plans of the company, Mr. Baker said:

"I have just returned from New York, where I have completed the details for the purchase of the Lansing, Roma, Washtenaw and Argyle. The vessels, of course, will ply exclusively in the oil trade. The steamers will arrive here from New York within the next six months. As to the new steamers that we intend to build, I will say that they will likely be foreign bottoms. The steamers will be built in the near future. The increase in the oil trade of California has made the addition of these vessels to our line imperative."—Examiner.

### RANGE DAY BEACONS

#### FOR PEARL HARBOR.

Honolulu, T. H., Nov. 9, 1905.  
The following affects the list of lights, buoys and daymarks, Twelfth Light-House Subdistrict, 1905:

#### HAWAII.

Pearl Harbor, Oahu Island.—Inner Channel Range Day Beacons, two diamond shaped beacons painted black, the apex of the front one up, the rear one down, were substituted November 8, for the two sets of two single-pile beacons, 150 feet apart, painted white, the middle point of both sets of which indicated the mid-channel course, N. by W. 1-4 W. after passing through the dredged portion of the reef.

The new beacons are placed at the middle points of the two former sets and now mark the range as heretofore.

By order of the Light-House Board,  
A. P. NIBLACK,  
Lieutenant-Commander, U. S. N.  
Assistant to the Inspector of the Twelfth Light-House District.

### JAPANESE INCREASE

#### COMES FROM HAWAII

W. V. Stafford, Commissioner of the Bureau of Labor and Statistics for California, has compiled a statement of the arrivals and departures of Orientals at the port of San Francisco from October 1, 1904, to October 1, 1905, showing that the increase of Japanese landed at this port during the year is 5250. He also calls attention to the fact that during October, November and December, 1904, 1700 Japanese left this port for the seat of war in the Orient, a decrease which is not likely to occur under normal conditions. The Chinese show a decrease of 4011 during the same period. The increase of Japanese comes from the influx from Hawaii. Between the arrivals and departures from Asia the Japanese show a decrease of 1021; the Chinese, 4063. Between the arrivals and departures from Hawaii the Japanese show an increase of 6371; the Chinese 52.—Chronicle.

### NOTHING TO FEAR.

Mothers need have no hesitancy in giving Chamberlain's Cough Remedy to their little ones, as it contains absolutely nothing injurious. This remedy is not only perfectly safe to give small children, but is a medicine of great worth and merit. For sale by all dealers and druggists. Benson, Smith & Co., Ltd., agents for Hawaii.

## HIGHEST PRAISE.

### Some Honolulu Citizens Grow Enthusiastic on the Subject.

The praise of the public is merit's just reward. Nothing in modern times has received the praise accorded "The Little Conqueror" of kidney pills. Of some kinds of praise we are skeptical. We doubt the praise of strangers. The highest praise for Honolulu public is hearty expression from Honolulu people.

Doan's Backache Kidney Pills are endorsed in Honolulu. No better proof of merit can be had. Here's a case of it. We have plenty more like it.

H. S. Swinton of this city says: "I was a long sufferer from backache, having been afflicted with it for twelve years. Taking this as a symptom of kidney trouble, and seeing Doan's Backache Kidney Pills advertised as being good for complaints such as mine, I procured some of them at the Hollister Drug Co.'s store. I found upon taking them that they were doing me good, and was thereby encouraged to keep on until now I am cured of the backache. The merits of Doan's Backache Kidney Pills have been strikingly shown in my case, and I recommend them to other sufferers."

Doan's Backache Kidney Pills are sold by all chemists and storekeepers at 50 cents per box, six boxes \$2.50, or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

### SHIPPING NOTES.

The Nihau left for Kauai again last night at five.

The Mikahala took her regular run to Kauai yesterday.

The Claudine is coaling. She leaves at five p. m. today for Maui ports.

The Siberia will dock at Naval Dock No. 2. She is expected in the morning.

The U. S. A. T. Buford will not come into port Sunday but will anchor outside.

The W. G. Hall is reported at Koloa and the Ke Au Hou at Kapaa overhauling the moorings.

The cable supply ship Restorer dressed ship yesterday in honor of the birthday of Edward VII.

As an instance of the careful manner in which Lloyds keeps track of vessels, large and small, a recent correction calls attention to the change of the rig of the yacht Gladys from sloop to yawl rig.

The Mikahala and Nihau both got away for Kauai yesterday afternoon at 5 p. m. The former goes on her usual run and carries passengers; the latter goes to Ahukini and Hanalei with freight only.

Lieutenant Commander Niblack has a notice to mariners in this issue of the substitution of two diamond shaped beacons painted black to replace two single pile beacons painted white indicating the channel course into Pearl Harbor.

The Lavinia from Laysan Island with guano was sighted by the Nihau as she was returning from Kauai. The Laysan Island boat arrived about eleven yesterday with fifty tons of guano after a twenty-two days' trip. Several Japanese were brought as passengers. Mr. Schlemmer stayed behind.

Ernest Horton of Chicago, who has been in the Lighthouse service for a great number of years has been transferred from the ninth lighthouse district to the twelfth and assigned to duty in Honolulu. He will probably arrive on the transport Sherman Sunday. He will immediately relieve E. M. Shaw who recently resigned as chief clerk in the local lighthouse office. Mr. Shaw will shortly go to the Coast and engage in business on his own account.

### THE NEW FRENCH REMEDY, THERAPIOL.

This successful and popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Volpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPIOL No. 1 maintains its world-renowned and well-merited reputation for arrangements of the kidneys, pains in the back, and kindred ailments, affording prompt relief where other well-tried remedies have been powerless.

THERAPIOL No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of joints, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, etc., to the destruction of sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPIOL No. 3 for exhaustion, sleeplessness, and all distressing consequences of dissipation, worry, overwork, etc. It possesses surprising power in restoring strength and vitality to those suffering from the exhausting influence of long residence in hot, unhealthy climates.

THERAPIOL is sold by the principal Chemists and Merchants throughout the world. Price in England, 2s. 6d. and 6d. In ordering, state which number is required, and observe that the word "Therapion" appears on the British Government Stamp (the white letters on a red ground) affixed to every genuine package by order of His Majesty's Hon. Commissioners.

### FORECLOSURES.

#### NOTICE OF FORECLOSURE OF MORTGAGE.

In accordance with the provisions of a certain mortgage made by Lokinaha Kahai, mortgagor of Honolulu, Oahu, Territory of Hawaii, and David Kahai of the same place, her husband, to Samuel C. Allen, mortgagee, of said Honolulu, dated the 30th day of June, A. D. 1897, recorded in the Office of the Registrar of Conveyances Honolulu, Oahu, on the first day of July, A. D. 1897 in Liber 170 on pages 408 and 409; notice is hereby given that Bathsheba M. Allen, Mark P. Robinson, Joseph O. Carter and Paul Muhlenhoff, Trustees under the last Will and testament of the mortgagee, Samuel C. Allen, deceased, (which said last Will and Testament was duly probated in the Circuit Court of the First Judicial Circuit, Territory of Hawaii, on the 5th day of

July, A. D. 1903), having the estate of said mortgagee in the mortgage and mortgaged premises, intend to foreclose the same for condition broken, to wit: the non-payment of principal and interest.

Notice is likewise given that after the expiration of three consecutive weeks from the date of publication of this notice, the said trustees having the estate of said mortgage in said mortgage and mortgaged premises, intend to and will foreclose the same, and will advertise for sale the property covered and conveyed therein, and will sell the same at public auction at the Auction Rooms of James F. Morgan in the City of Honolulu, Territory of Hawaii, on Saturday, the 2nd day of December, A. D. 1905, at 12 o'clock noon of said day. Following is the description of said property:

All that certain piece or parcel of land with buildings thereon situate in the City of Honolulu, Territory of Hawaii, near the corner of Punchbowl and Queen streets being the portion of Royal Patent 296, Land Commissioner's Awar 116 issued to A. Paki and described by metes and bounds as follows:

Beginning at the east corner of this lot adjoining the south corner of Lot No. 4 on Punchbowl street, and running North 45° W. 171 links, along and adjoining Lot No. 4; thence S. 62° W. 93 links along the south line of the lane to Lot No. 6; thence S. 41° E. 157 links along Lot No. 6 to Punchbowl street; thence N. 67° E. 108 links along Punchbowl street to the place of beginning, containing an area of 196 1/4 fathoms. The same being the property conveyed by S. and B. H. Kahananui to John Kuhia by deed dated the 5th day of September, 1877, and recorded in the Office of the Registrar of Conveyances in Liber 51 on page 235.

Further particulars can be had of Kinney, McClanahan & Cooper, attorneys for the Trustees under the last Will and Testament of the deceased mortgagee Samuel C. Allen, Judd Building, Honolulu, Territory of Hawaii.

Dated, Honolulu, T. H., November 2nd, 1905.

BATHSHEBA M. ALLEN,

Trustee.

J. O. CARTER, Trustee.

M. P. ROBINSON,

P. MUHLENDORF,

Trustees under the will of Samuel C. Allen, deceased.

2743-Nov. 3, 10, 17, 24.

### NOTICE OF FORECLOSURE OF MORTGAGE.

In accordance with the provisions of a certain mortgage made by H. M. Dow, mortgagor, of the city of Honolulu, Island of Oahu, Territory of Hawaii, and Sarah C. Dow, his wife, to Bathsheba M. Allen, Mark P. Robinson, Joseph O. Carter and Paul Muhlenhoff, Trustees under the will of Samuel C. Allen, deceased, mortgagees, of said city of Honolulu, dated the 18th day of March, A. D. 1904, and recorded in the Office of the Registrar of Conveyances, Oahu, on the 22nd day of March, A. D. 1904, in Liber 260 on pages 1 and 2; notice is hereby given that the said mortgagees intend to foreclose the same for condition broken, to wit: the non-payment of principal and interest.

Notice is likewise given that after the expiration of three consecutive weeks from the date of publication of this notice, the said mortgagees named in said mortgage intend to and will foreclose the same, and will advertise for sale the property covered and conveyed therein, and will sell the same at public auction at the Auction Rooms of James F. Morgan in the City of Honolulu, Territory of Hawaii, on Saturday the 2nd day of December, A. D. 1905, at 12 o'clock noon of said day.

Following is the description of said property:

All that lot, tract, piece or parcel of land situate, lying and being in the City of Honolulu, Island of Oahu, Territory of Hawaii, bounded and described as follows: to wit,

Beginning on Merchant street on the Waikiki side where it joins the land of Henry Smith (now or formerly) and running along the street W. 51 feet and 3" to land of Henry Smith; thence mauka 79 feet and 6" to land of Kalaiahua and Kuaili; thence along land of Kalaiahua 50 feet 6"; thence mauka along land of Henry Smith 70 feet and 6" to the place of commencement, being the middle house lot of the three premises on Merchant street lately belonging to Henry Smith; said above described premises being the same conveyed to John Rice by deed of Henry Smith dated December 9, 1885, and recorded in the Office of the Registrar of Conveyances in Honolulu in Liber 11 pages 173 and 174, and by said Rice conveyed to H. M. Dow by deed dated August 4, 1898, and recorded in the Office of the Registrar of Conveyances in Honolulu in Liber 181 at pages 352 and 353.

Also all that certain piece or parcel of land situate on the west side of Punchbowl street in the city of Honolulu, Territory of Hawaii, known as Lot 5, and being a portion of Royal Patent 296, L. C. A. 16 issued to A. Paki, bounded and described as follows, to wit:

Commencing at the east corner of this lot adjoining the south corner of Lot 4 on Punchbowl street, and running N. 45° W. 112 10-12 feet adjoining Lot No. 4; thence S. 62° W. 61 4-12 feet along south side of lane to Lot No. 6; thence S. 41° E. 103 7-12 feet along Lot No. 6 to Punchbowl street; thence N. 67° E. 71 4-12 feet along Punchbowl street to starting point. Containing an area of 193 1/4 fathoms, and being the same premises conveyed by B. K. Kahananui and Susan Reynolds to John Kuhia by deed dated September 5, 1877, and recorded in the Office of the Registrar of Conveyances in Honolulu in Liber 51 page 235, and conveyed by deed of Lokinaha Kahai to H. M. Dow dated August 29, 1898, and recorded in the Office of the Registrar of Conveyances in Honolulu on the 30th day of August 1898, in Liber 186 at pages 54, 55 and 56.

Further particulars can be had of Kinney, McClanahan & Cooper, attorneys for the mortgagees, Judd Building, Honolulu, Territory of Hawaii.

Dated, Honolulu, T. H., November 2nd, 1905.

BATHSHEBA M. ALLEN,

Trustee.

J. O. CARTER, Trustee.

M. P. ROBINSON,

P. MUHLENDORF,

Trustees under the will of Samuel C. Allen, deceased.  
2743-Nov. 3, 10, 17, 24.

### NOTICE OF FORECLOSURE OF MORTGAGE.

In accordance with the provisions of a certain mortgage made by H. M. Dow, mortgagor, of the city of Honolulu, Island of Oahu, Territory of Hawaii, and Sarah C. Dow, his wife, to Samuel C. Allen, mortgagee, of the same place, dated the 19th day of July, A. D. 1900, and recorded in the Office of the Registrar of Conveyances in said Honolulu on the 26th day of July, A. D. 1900 in Liber 207 and pages 420 and 421; notice is hereby given that Bathsheba M. Allen, Mark P. Robinson, Joseph O. Carter and Paul Muhlenhoff, Trustees under the last Will and testament of the mortgagee, Samuel C. Allen, deceased, (which said last Will and testament was duly probated in the Circuit Court of the First Judicial Circuit, Territory of Hawaii, on the 6th day of July, A. D. 1903), having the estate of said mortgage in the mortgage and mortgaged premises, intend to foreclose the same for condition broken, to wit: the non-payment of principal and interest.

Notice is likewise given that after the expiration of three consecutive weeks from the date of publication of this notice, the said trustees having the estate of said mortgage in said mortgage and mortgaged premises, intend to and will foreclose the same, and will advertise for sale the property covered and conveyed therein, and will sell the same at public auction at the Auction Rooms of James F. Morgan in the City of Honolulu, Territory of Hawaii, on Saturday, the 2nd day of December, A. D. 1905, at 12 o'clock noon of said day. Following is the description of said property:

All that parcel of land situate on Merchant street in the City of Honolulu, Territory of Hawaii, bounded and described as follows:

Lot No. 2. Beginning at the south corner of Lot No. 1, and running, 1. N. 40 30 E. Mag. 59.88 feet along Lot No. 1.  
2. S. 58 00 E. Mag. 17.30 feet along Gulick premises.  
3. S. 33 00 W. Mag. 57 feet to Merchant street.  
4. N. 49 15 W. true 24.75 feet along Merchant street to the initial point. Area 1210 sq. ft.

And also 10 shares of the capital stock of the Waialua Agricultural Company, Limited, as evidenced by Certificate No. 1835.

Further particulars can be had of Kinney, McClanahan & Cooper, attorneys for the Trustees under the last Will and Testament of the deceased mortgagee Samuel C. Allen, Judd Building, Honolulu, Territory of Hawaii.

Dated, Honolulu, T. H., November 2nd, 1905.

BATHSHEBA M. ALLEN,

Trustee.

J. O. CARTER, Trustee.

M. P. ROBINSON,

P. MUHLENDORF,

Trustees under the will of Samuel C. Allen, deceased.

2743-Nov. 3, 10, 17, 24.

### COURT NOTICES

IN THE CIRCUIT COURT OF THE FIFTH JUDICIAL CIRCUIT, TERRITORY OF HAWAII, BEFORE HARDY, J., AT CHAMBERS.

In the Matter of the Guardianship of the Person and Estate of Arthur Knudsen, an Alleged Mentally Incompetent Person. Notice of Hearing of Petition for Appointment of Guardian.

Notice is hereby given to all persons interested that on October